



Three Forks Fly-In

The Montana Antique Airplane Association fly-in was held August 2-4. This annual get-together is for pilots who like to restore and fly antique airplanes and is also open to the public. Spectators were invited to walk through the display of aircraft, many from the 1930s and 1940s, and take a closer look at the antique airplanes. Owners were on hand to answer questions regarding their antique airplanes.

The event began with Young Eagle Rides on Thursday, with more than 70 kids showing up to take part in this rewarding program. A number of modern and experimental planes flew in for the event some of them on their way home from the international EAA fly-in at Oshkosh, WI. Members of the Three Forks Volunteer Fire Department served breakfast each day. Saturday's competition featured such events as flour bombing and spot landings, where pilots competed for prizes and accolade. On Saturday night the MAAA volunteers provided a delicious steak fry followed by a hangar dance.

Congratulations to the Montana Antique Airplane Association's hard working volunteers who make this event such a huge success.



The Montana Antique Aircraft Association raffled off two of their stylish jackets, Dave Jarrett of Bozeman, left and Neil Salmi of Columbus were the lucky winners.



MAAA members Ray & Darlene Sanders flew their 1932 Curtiss Wright over from Kalispell to have on display at the fly-in.



Aviation artist Toni Heckel of Kalispell donates her artwork each year for this event; this year's winner (and last year's) was Jim Booth of Bozeman.

Farewell With Gratitude

This will be my last newsletter article as your Montana Aeronautics Division Administrator and it is with mixed emotions that I've made the decision to retire after 27 years. During my tenure the Aeronautics Division has faced many challenges and with the combined cooperation and support of Montana's aviation community these challenges have been met and the aviation community has benefited. I must recognize and thank the many great Aeronautics Board members I have had the pleasure of working with over the years and without management support from the Montana Department of Transportation, it would have been difficult to achieve our goals. I have had the opportunity and honor to work with so many great people, not only in Montana, but throughout the U.S. and Canada as well. I don't know of an industry so "close knit" and to me, so special. The camaraderie is heart warming. I was overwhelmed to see so many friends and family at my retirement party. Many of you flew great distances to wish me farewell. I owe a great deal of thanks to the Aeronautics' staff and friends that helped with the planning and work to put this party together, their accomplishments were astonishing. I had no idea what to expect and when I walked into the Exec Air hangar, I was so surprised to see my Bonanza and the Aeronautics Bonanza parked side by side glistening under the lights. I was also surprised to see my old Bonanza 64 gallon tip tanks standing at each side of the podium. I couldn't figure out how "they" found them as they had been in Great Falls for several years for repair. This brought back many memories, both great and sad. Having the "Piper" playing Irish music was enjoyed by everyone, most especially by me and my great Irish/pilot friend from California, Bill Shea. Having my brother Gary entertain us with dance music was also appreciated. I want to thank everyone who attended. I also want to thank many of you who sent cards and letters. This all meant so much to me. I wish there could have been more time to visit with each of you. I must also recognize and thank the wonderful Aeronautics Division staff I have been so fortunate to have. They are truly aviation professionals.

In closing, I want to again thank everyone in Montana's aviation community for allowing me the great privilege and honor to be your Aeronautics Division Administrator. FAREWELL AND TAILWINDS.....

Thanks Mike!



What can you say about a guy like Mike, he has been an exceptional boss, friend, and co-worker. We are confident he will succeed in his new position with the AOPA, and know they will recognize how fortunate they are to add such an asset to their staff. Thanks Mike, for all you have done for each and every one of us. We still plan on seeing a lot of you but will miss having you as part of our lives each and every day. Good luck with your new endeavors.

Love - Debbie, Jim, Jeanne, Mike, Ken, Patty & Shirley



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Judy Martz, Governor
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Telephone - (406) 444-2506
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P.O. Box 5178

Helena, MT 59604
<http://www.mdt.state.mt.us/aeronautics/>
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Calendar

November 8-10 – AOPA Expo 2001 – Ft. Lauderdale/Broward County Convention Center, Ft. Lauderdale, Florida.

February 1 & 2, 2002 – Flight Instructor Refresher Clinic, Helena – for further information phone (406) 444-2506.

February 28-March 2, 2002 – Montana Aviation Conference, Bozeman.

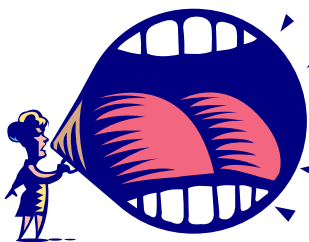
April 3-6, 2002 – National Congress on Aviation and Space Education (NCASE). For the latest information on speakers and registration visit: <http://www.capnhq.gov/conference/>.

Club Podvig's Annual Visit



The cadets from Club Podvig a Boy Scout group from Magadan Russia were back in Montana during their annual tour of the western United States. Loren Smith and Jane Mart of Great Falls host the Club each year. The cadet's visit included a trip to Helena for their aviation day, flying with Jeanne MacPherson and Mike Ferguson. Above, the cadets provided entertainment at a special Russian dinner held in Great Falls at the KOA Campground on September 6.

CAP Celebrates 60th Anniversary



December 1 marks the 60th anniversary of the Civil Air Patrol (CAP). Check out CAP's website at <http://www.capnhq.gov> to learn about the history and missions of the officially recognized civilian volunteer Auxiliary of the United States Air Force.

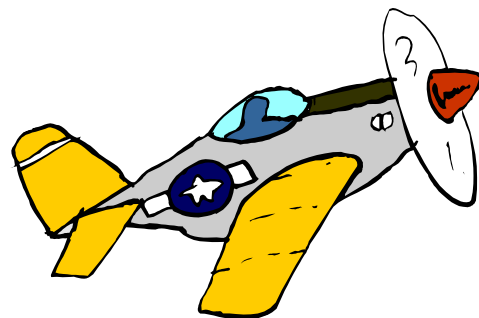
Wings of History



The B-24 and B-29 were on display at the Helena Regional Airport on September 7, 8 & 9. The two historic planes, Fifi and Diamond Lil (pictured), are owned by the Confederate Air Force Inc. of Midland, Texas. The CAF, which began 12 years after World War II with a group of ex-service pilots, owns more than 140 aircraft, many of which are the only known flying survivors. A not-for-profit group, it's spent millions of dollars restoring airplanes and members travel the country to keep the legacy of wartime flight alive.

Navigational Equipment Installed

Mike Rogan and Ken Wilhelm from the Montana Aeronautics Division spent a week last August traveling through eastern Montana updating NDB equipment at airports with instrument approaches. The airports that received these new transmitters were Glendive, Sidney and Wolf Point. This update is part of the Aeronautics plan to keep these instrument approach sites equipped with the most reliable transmitters available. When you are flying in eastern Montana tune these sites in and let us know how they are working.



Labor Day Family Fly-In

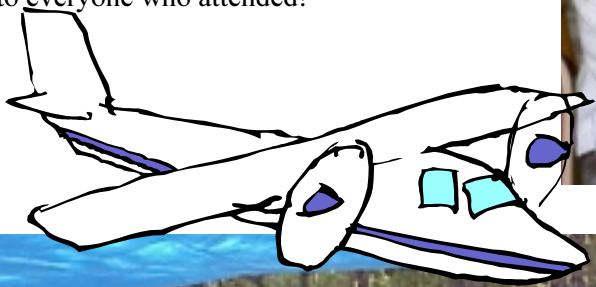
What better place to enjoy, relax and celebrate Labor Day with family, friends and airplanes, then the Yellowstone Airport and campground!

Frank Lester of Idaho Aeronautics Division presented the kick off program "Defining Density Altitude". When the elevation, temperature and humidity rise, your airplane will develop a new, humble personality.

After the ground presentation, the pilot's attending, computed and compiled figures for the density altitude fly-off. Mike Ferguson, Jeanne MacPherson, Will Mavis, Glen Kenney and Frank Lester used the theodolite that is designed to measure the distance of an airplane climbing over that "FAA 50 foot obstacle".

Will Mavis of Helena, flying a Piper Arrow, was the closest with his computed distance to climb over a 50-foot obstacle. Second place went to, Wade and Geanette Cebulski of Seeley Lake, third place was Lance Seaman of Helena and fourth place went to Bob Hollister of Forsyth. Congratulations!

The awards and door prizes were presented at a barbecue dinner prepared by Doris of the Yellowstone Airport Café. The rest of the weekend included: relaxing and talking airplanes, a tour of the Yellowstone Smokejumper base and a trip or two into West Yellowstone by bike or van. Thank you to everyone who attended!



Pictured above, Will Mavis, Glen Kinney, Jeanne MacPherson, Frank Lester and George Warner computed take-off distances for density altitude competition. Sally & Ted Whiting, Billings and Bob Marshall, Belgrade wait for classroom sessions to get rolling. Pictured left, the Yellowstone Airport offers a comfortable campground (hot shower included!).

Stanley Gordon Read

Stanley G. Read, 71, of the Hamilton Airport took his final peaceful flight on October 7, 2001.

He was born in Leeds, North Dakota on July 2, 1930. His family moved to East Missoula when he was a young child. He graduated from Missoula County High School in 1949 and then attended Pacific Lutheran College in Tacoma, WA, and graduated in 1958. During the Korean War he served in what he called "Uncle Sam's Boy Scouts" at White Sands Proving Ground, N.M. He earned his Airframe/Powerplant mechanics license from Spokane Community College. In 1962 he got his pilot's license. In 1966 he began the first of two terms as a missionary pilot in Papua New Guinea.



He married Elizabeth Taylor Jaensch on the mission field in 1967. She had four daughters at the time and in 1968 they had their fifth daughter. The family returned to Hamilton in 1975 and Stan has been a member of that community ever since.

Betty died in 1995, and Stan married Jennie Huls Lilyquist in 1999. Once again Stan's family greatly increased, as he became a part of the Huls' "herd".

Stan owned and operated Read Air Service at the Hamilton Airport. He logged 12,969 hours of flying, and 62 pilots became licensed under his instruction. In 1993 he was awarded the Search & Rescue Appreciation Award and in 1997 the Montana Instructor/Mechanic of the Year award by Montana Aeronautics. He served as a flight instructor for the Montana Aeronautics Mountain Search Pilot Clinic, training Montana Pilots for Air Search & Rescue.

He was a member of the Faith Lutheran Church in Hamilton and was also involved with Jennie and family at the Corvallis Community Church. Stan had steadfast faith and his time serving the Lord as a missionary pilot was one of the highlights of his life.

Stan loved airplanes, old cars, motorcycles, a good joke, art, music, working with his hands, and giving his time to people.

He suffered many hardships but always bounced back with a renewed zest for life.

We remember him for his devotion to his family and friends, his passion for flying, and the twinkle in his eye.

He was preceded in death by his parents, Clifford and Anne, his brother Mahlon and wife Betty. Survivors include his wife, Jennie; five daughters, Gillian Hachfeld, Wendy Jaensch, Christine Wagner, Joanne Jaensch, and Kathryn Read and their husbands and children; sister Marjorie Kohler; and numerous other family members and those who thought of Stan as family.

The Stan Read Missionary Pilot Scholarship fund has been established at Citizens State Bank, Hamilton. The family suggest memorials be sent there.

We at Montana Aeronautics send our condolences to Stan's entire family; his flying expertise, great sense of humor and smiling face will be truly missed.

*Your take-off is confirmed.
Your flight plan is opened.
Your true heading is 270 degrees due west into the sunset.
Your flight altitude is higher than a mortal man can fly.
Your checkpoints are those places you have seen of old.
Your time en route is forever.
This flight plan shall never be closed.
Over & Out.*

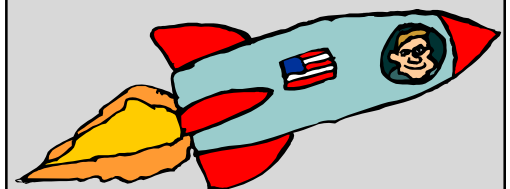
We will miss you "Uncle Stan".

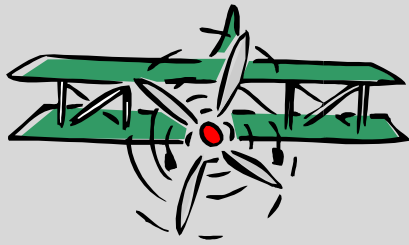
Aviation Milestones

Some of the major "firsts" in aviation and space history:

- 1903 – 1st successful Airplane (Wright 1903 Flyer)
- 1926 – 1st successful Liquid-Propellant Rocket (Goddard Rockets)
- 1927 – 1st solo transatlantic flight (Ryan NYP "Spirit of St. Louis")
- 1942 – 1st American Turbojet (Bell XP-59A Airacomet)
- 1947 – 1st aircraft to travel the speed of sound (Bell X-1 "Glamorous Glenn")
- 1957 – 1st artificial satellite (Sputnik 1)
- 1958 – 1st successful United States satellite (Explorer 1)
- 1962 – 1st interplanetary probe (Mariner 2)
- 1962 – 1st American in Earth orbit (Mercury "Friendship 7")
- 1965 – 1st American spacewalk (Gemini IV)
- 1967 – 1st hypersonic, high altitude aircraft (North American X-15)
- 1969 – 1st manned Lunar landing (Apollo 11 Command Module "Columbia")
- 1976 – 1st spacecraft to operate on Mars (Viking Lander)
- 1976 – 1st spacecraft to leave our Solar System (Pioneer 10)
- 1987 – 1st Intl effort to control nuclear arms (Pershing-II & SS-20 Missiles)
- 1999 – 1st Nonstop Flight Around the World by Balloon (Breitling Orbiter 3 Gondola)

Source: National Air and Space Museum





In Memory of Philip E. Timm

Philip Edward Timm, 82, died peacefully of natural causes at St. Joseph Assisted Living, October 6, 2001. He was born March 4, 1919, in Chicago, IL.

He spent his early years on a family farm outside Kansas City, MO where Harry S. Truman was a frequent visitor. He was interested in aviation from a very early age and he experimented building contraptions in which to take to the air. At one point he nearly burned the barn when his hot air balloon caught fire. But he considered his greatest mechanical achievement the reconstruction of a Model T Ford from junk and driving it when he was 10 or 11.

The family moved to Casper, WY in 1933, where he worked at the Ford garage and attended high school. His aviation experimentation continued and while in high school, he designed and manufactured a two-seat monoplane powered by a Model A Ford engine. He taught himself how to fly the machine when he was a senior in high school.

He missed high school commencement because he was in Oklahoma ferrying an airplane back for a friend. He was employed by Inland Airlines in Cheyenne, WY until the beginning of World War II. For the next couple of years he was superintendent of maintenance for several wartime flight-training organizations in Kansas and Colorado.

He married Maria L. Rigal in Cheyenne, November 6, 1941. With the exception of his service with the U.S. Army Air Forces in World War II; they were inseparable friends and companions for six decades.

He served in Italy with the 1st Air Force, Troop Carrier Command, flying mail, freight and passengers throughout occupied Europe and North Africa. He was discharged in 1946, returned to Casper where he flew charters, taught students and maintained airplanes and operated an automotive repair business.

In 1955, Phil, Maria and two offspring, Glenn and Elizabeth, moved to Polson, where in the spring of 1956, he was asked to manage the Polson airport and establish a fixed base operation.

Along with other enterprises, he and Maria ran that operation for some 20 years. He had the first commercial seaplane operation on Flathead Lake. He amassed some 20,000 flying hours in Jenny's to helicopters during the 50 years he was a commercial pilot and flight instructor. He was a master aircraft and power plant mechanic and held the first test-qualified aircraft Inspector Authorization in Montana.

He was also a world traveler, visiting almost everywhere from Newfoundland to Australia, including flying in the supersonic Concorde to Britain and by ship throughout the Caribbean and through the Panama Canal.

He was a charter member of the Aircraft Owners and Pilots Association, which is credited with saving general aviation in the late 1930s. In Polson, he was a member of Rotary and a past president of the Chamber of Commerce.

He is survived by his wife, Maria, a son, Glenn; a daughter, Elizabeth and her husband Byron Christian, and a grandson, Colin Timm, all of Polson.

The family requests that donations be made in his name for aviation degree scholarships for local youth to Rocky Mountain College Memorial Gifts, 1511 Poly Drive, Billings, MT 59102 (1-800-877-6259, Ext. 1142), Obert Undum, Director).

Our thoughts and prayers are with the entire Timm family.

Mountain Flying Bible Expanded

The new expanded version of the *Mountain Flying Bible* by Sparky Imeson deals with making mountain flying safe and pleasurable. Mountain flying takes place in a demanding, challenging and sometimes hostile environment that has always demanded its own rules and an entirely different set of skills than flatland flying.

Pilots have relied on Imeson's book, *Mountain Flying*, for over 30 years. Then they changed to his new *Mountain Flying Bible* containing 100-percent new information in 1998. It is now jam-packed with more science, advice, illustrations and photos.

Whether you fly in the mountains for an exhilarating thrill or from necessity, you must know the basics of mountain flight. There is no author who is so well qualified to give you that extra edge to become a real mountain pilot.

Imeson received the 2001 Arizona Aviation Safety Counselor of the Year and the FAA Northwest Region Flight Instructor of the Year in 1974, 1979, and 1995. His book *Mountain Flying* and video *Mountain Flight* have been teaching and helping pilots for over three decades, earning him the title of "Mr. Mountain Flying."

Imeson's strength as a writer, teacher and mountain pilot lends to a clear, concise style that is not only thorough, but also fun to read. A new concept of using icons to identify and clarify important information has been used throughout the book. These include "remember," "warning," "rule of thumb," "note," and "advanced" icons.

Imeson hails from Jackson Hole, WY where skills in mountain flying are imperative. His interest in flight safety has led to an impressive list of accomplishments. Imeson was recently chosen as one of the experts to develop a new curriculum for the Civil Air Patrol mountain search pilots.

F.E. Potts, author of *F.E. Potts' Guide to Bush Flying*, states, "Without question the best book I have ever read on the subject – it should be a part of every serious pilot's personal library."

Aviation Scholarship Opportunities

Young people interested in pursuing aviation careers should be aware of the following scholarship information [NOTE: sources within industry and professional associations say many aviation scholarships are not awarded because students are not aware of the resources].

AvScholars.com contains a comprehensive list of aviation scholarship information and sources.

Runway Equipment Available

After completion of the project on the Laurel Airport this past summer there are a number of good used lighting fixtures and parts available to needy airports. Please contact Dr. John Smith for more details, (406) 628-4595.

Safety Tip

To reduce workload and improve visual scan, program GPS, loran, and radios prior to departure, when clear of the terminal area, or prior to arrival in the terminal area.

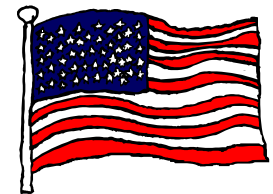
Taxi Tips

➔ If in doubt about where you are while taxing on the airport, bring the aircraft to a stop and ask Ground Control for progressive taxi instructions: "Ground, Five-Eight Quebec requests progressive taxi instructions." Never stop on an active runway after landing to ask for directions. Clear the runway first, then stop on a taxiway.

➔ Do not taxi onto or across a runway unless you are certain the ground controller has given you clearance to do so. If there is the slightest doubt, ask.

➔ At night, taxi with other pilots in mind. Minimize use of distracting aircraft lights. Use position lights at all times and taxi light as needed, but keep strobes and landing lights off until the tower controller has issued you a takeoff clearance. Then turn on all lights. Adhere to operating time limits on lights if specified by the manufacturer.

➔ Always have a taxi chart available and check your assigned route against the chart before moving.



Hot Springs Fly-In

The Hot Springs Community recently hosted a fly-in at the Hot Springs Airport. Nearly 40 aircraft attended the event, including many rare and unusual examples. The Hot Springs Airport is located directly between the Polson and Plains Airports. Although the Hot Springs Airport is not paved, it attracts a wide array of aircraft for a variety of reasons. Many times pilots trying to get to the Mission Valley airports like Polson, Ronan and St. Ignatius will find it impossible due to lowland fog, and just as likely is that the Hot Springs Airport will be clear and inviting. Examples of aircraft attending the recent fly-in included a T-6 Texan, A Christian Eagle, an RV-6, a fully restored Travel Air and many others. If you find yourself out flying in northwest Montana, please consider making a stop at the Hot Springs Airport, a fine example of one of Montana's small but successful airports.



Kenneth Kantola Aviation Scholarship

This year's winner of the Kenneth Kantola Aviation Scholarship was Dwayne Harris of Fairfield, Montana. Dwayne is attending the Helena College of Technology pursuing a career as an Aviation Mechanic. The \$750.00 scholarship was presented by Ken's widow Marlene and their son Joe in a special awards ceremony held at the College.

The scholarship is awarded to a Montana student who is pursuing a career in aviation. The selection criteria is based on overall character, individual goals, academic qualifications, seriousness of purpose and aviation related activities. The scholarship was established in the name of the late Ken Kantola of Great Falls, Montana. Ken was a life long resident of Great Falls and had been involved in aviation all his adult life. His aviation career spanned over 40 years, including being an Air Traffic Controller, a pilot for the Montana and New Mexico Air National Guard, a Captain for Continental Airlines and in his last years, as an Aviation Safety Inspector with the FAA Flight Standards District Office in Helena.



Above, Joe and Marlene Kantola present Dwayne Harris with his \$750.00 scholarship.



HAPPY HALLOWEEN

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